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NOV 29 2007

IN THE CLAIMS

Please, cancel claims 7 and 8. A listing of claims is included on page 4 of this paper.

REMARKS

Objections to the Drawings, Claim Rejections Under 35 U.S.C. §112

The drawings were objected to for not showing essential structural details of claims 7 and 8. Conversely, claims 7 and 8 were rejected under 35 U.S.C. §112 for not being enabled.

Claims 7 and 8 have been canceled so that the drawing shows all essential elements of the remaining claims.

Claim Rejections Under 35 U.S.C. §103

Claims 5 and 6 were rejected under 35 U.S.C. §103(a) as being unpatentable over Gold (US 4,742,996) in view of Gold et al. (US 2004/0130079) and in view o Wallis (US 4,154,434)

The Examiner pointed out that Gold does not disclose the spring space 17 being connected to the second damper space (10) through overflow throttles. Wallis allegedly teaches that overflow throttles 62 are arranged in the cylinder housing.

Applicant respectfully objects. The openings bearing reference numeral 62 are called "passageways" in the Wallis document. They are further described as establishing a free communication between the interior of boot 56 and the upper end of cylinder 16 (see column 2, lines 26-28). Such a free connection does not exist in the present invention but between the spring space 17 and the first damping space 9. The only "throttling" effect in the Wallis patent is seen along the periphery of piston 36, whose reciprocating movement may result in gas "seeping" from chamber 78, corresponding to the first damping space 9 of the present invention, into chamber 80, corresponding to the second damping space 10 of the present invention (see column 3, lines 2-6).

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